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Remains from all 7 found; NASA eyes sudden heat flare as cause

By Sig Christenson

Express-News Military Writer

Web Posted : 02/02/2003 6:57 PM

HOUSTON — Temperatures on the left side of the shuttle Columbia jumped sharply during the craft's final seven minutes in space, prompting NASA to suspect that the sudden rise in heat played a primary role in Saturday's catastrophe.

A day after the space shuttle Columbia disintegrated on re-entry, the search for debris and answers was underway in earnest, with teams combing East Texas and Louisiana and poring over data transmitted to earth in the spacecraft's final moments.

The space agency also revealed Sunday that remains from some of the astronauts have been found but declined to provide details. At an evening briefing, the space agency said remains from all seven crew members had been found, but retracted that statement within hours.

"I want you to know that the federal authorities, the local authorities, are doing an extremely professional job in the field, that we have astronauts in the field with them, and that we're treating those remains with the ultimate respect and care that they deserve," NASA's director of flight crew operations, Bob Cabana, told reporters at the Johnson Space Center.

The demise of Columbia, the nation's oldest shuttle, raised questions about the reliability of the craft, and promised not only a lengthy investigation by an expert panel but congressional hearings. It broke up over north-central Texas as it ended a 16-day science mission.

Temperature and pressure sensors on the left side of the shuttle indicated a sudden and unusual warming as Columbia streaked toward a landing at the Kennedy Space Center in Florida. The ship's flight control system also tried to compensate for a sharp drag in the shuttle's left wing. The degree to which the system tried to compensate for the drag had not been seen on any previous mission.

Shuttle program manager Ron Dittmore said the evidence had prompted NASA to suspect that higher temperatures on re-entry led to the shuttle's disintegration, although he avoided drawing conclusions about what might have happened to the shuttle in its last moments.

He would not say if the breakup of foam insulation on the external fuel tank seen 80 seconds after liftoff was the root cause of the accident. Parts of the foam struck the left wing.

"I don't have any smoking gun," he said.

The fuel tank was a type that was being phased out, and insulation had flaked off during the launch of a prior mission, but its manufacturer, Lockheed Martin, said it was "perfect for this mission," the Associated Press reported.

S. A. Express-News

PAGE: Internet

DATE: 03-Feb-03



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Recovery efforts promised to be lengthy because the shuttle broke up high over earth, with parts of the craft carried vast distances by the jet stream. Radar showed a debris cloud spread across the southern United States as far to the east as Alabama. A collection center for shuttle debris was set up at Barksdale AFB in Louisiana.

The first indication of trouble came to NASA at 7:53 a.m., when four temperature measurements stopped giving information, Dittmore said. Temperatures in the left wheelwell near the wing rose 20 to 30 degrees over five minutes, suggesting "a significant thermal event," he said.

Temperatures in the left mid-fuselage rose 60 degrees over the same time period. Though the right side saw a temperature increase of 15 degrees, liquid hydrogen and oxygen tanks inside the shuttle's payload bay appeared unaffected.

The left wing showed increased drag at 7:58 a.m., prompting the shuttle's computerized flight control system to compensate for it. The system continued to work to right the craft as the problem worsened.

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As the process of reconstructing Columbia's final orbit continued, NASA took the offensive on behalf of its beleaguered shuttle program, which has had two fatal accidents leaving 14 dead in 113 missions. Seven astronauts died in 1986 when the shuttle Challenger exploded 58 seconds after takeoff.

Agency administrator Sean O'Keefe started Sunday with early-morning interviews broadcast over NASA's cable television station, vowing to get to the bottom of the accident.

"Something went wrong. We're going to find out what it was, we're going to make absolutely certain to correct that and ensure this never happens again," he said.

One NASA astronaut told the San Antonio Express-News that those in the astronaut corps had been told at a meeting Saturday night not to talk with the media.

"I think it's more for their own sake," NASA spokeswoman Catherine Watson said when asked to explain the order. "Just to give them some time to cope, and they're also busy."

O'Keefe stressed the importance of returning to space and maintaining a constant presence on the International Space Station. He repeated a series of talking points in each interview, all centered on the theme of finding the reason for the accident, coming up with a solution that will prevent a recurrence of it and putting the winged orbiter back into space.

S. A. Express-News
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NASA spokesman John Ira Petty said Russian crews have stayed in space for more than a year, while the American astronauts have remained in orbit as long as 181 days. Lengthy stays in space are associated with reduced bone density and muscle mass, among other problems, but NASA's Petty said U.S. astronauts have suffered no long-term chronic effects.

The crew could return home aboard a Soyuz "lifeboat" now docked to the space station, he said, but NASA's goal is to keep the facility permanently occupied. "For that crew, that's the last option," Petty said.

U.S. Sen. Kay Bailey Hutchison, R-Texas, said she expected to see the Senate Commerce and Science Committee to hold hearings on the accident in the coming weeks. The panel oversees the space agency.

A strong advocate for the shuttle program, Hutchison said she doubted that Bush administration budget cuts — which have forced the space station to operate with three astronauts instead of the planned seven — factored into the accident.

"If you are doing bold and dangerous things, you're going to have accidents," she said, adding it was important to learn from them "and look forward."

In the House, Rep. Lamar Smith, R-San Antonio, said hearings on the accident and the space program's future also would begin in weeks. He said his focus during those hearings, to be held by the House Science Committee's panel on space, would be on unmanned missions and shuttle upgrades.

"I think (the accident) will force us to justify the manned space missions, and not just fly manned space missions because we think it's going to generate more public interest or just to fly manned space missions to fly manned space missions," said Smith, a 16-year veteran of the committee.

O'Keefe and several well-known astronauts, among them Mercury-era icons M. Scott Carpenter and John Glenn, argued for fixing the shuttle and flying it once more. Glenn and Carpenter cited the benefits of research for people on earth and the role NASA's manned flight program plays in making the United States the world's high-tech leader.

In an appearance on NBC's "Meet the Press," Glenn said he'd take another shuttle flight "tomorrow" if one were offered. The first American to orbit in space, he flew as a mission specialist aboard a shuttle flight in 1998. On ABC's "This Week," he said America's memorial to Columbia's crew would be a return to space.

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"If there's any blame to be placed, it's within ourselves in not funding (NASA) appropriately," said Rodriguez, D-San Antonio and a member of the House Armed Services Committee, which funds some space agency research.

Sen. Bill Nelson, D-Fla., a one-time shuttle mission specialist, suggested that agencies "flush with cash" like the Defense Department ought to fund some of NASA's programs. The space agency, he said, would continue to manage those programs.

"That's the only way we're going to free up money so that you can put it into the shuttle safety upgrades," he told CNN, adding, "I hope we're not down for 21/2 years like we were after the Challenger tragedy. We need to get back up and flying."

Smith said Columbia's loss will dampen enthusiasm for the shuttle and warned it also could dent support for a much-discussed manned probe to Mars. Rodriguez, though, said that once the three remaining shuttles are upgraded "there's a real need for a vision in terms of going to Mars."

Carpenter, too, saw Mars as the next step in human exploration. In appearances on CNN and MSNBC, he said Americans will insist on improving the shuttle and then sending it back into space.

"This is a proper time for grieving, but it's also a time to realize that space exploration has become and will continue to be a vital part of our national character," Carpenter told MSNBC. "We need to fall back, regroup, gather all the data, analyze it, pinpoint the problem — that will happen. We will fix the problem and fly again. I think the people of this nation will have it no other way."



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Space center's neighbors reeling

By Sig Christenson and Michelle Koidin

Express-News Staff Writers

Web Posted : 02/02/2003 12:00 AM

HOUSTON — The flags stood at half-staff as cars slowed to a crawl Saturday along NASA Road 1 and Saturn Lane, the main entrance to the Johnson Space Center.

Dozens of colorful flower bouquets lay on the ground. The people gathered around the bouquets, among them parents who held the hands of their young children, stood silently and stared.

"These people gave their lives for the world, to do research for us," said Angel Craft, 29, a Nassau Bay stay-at-home mom who attended church with two of the astronauts who died, mission commander Rick Husband and payload commander Michael Anderson. "It's just shocking. You just don't expect it to happen."

As word spread of the loss of the Columbia and its crew, disbelief often was the first reaction of many across the nation.

But in the tight-knit communities surrounding the space center, home to the nation's manned space program, the sense of bewilderment was profound, in part because many live near America's astronauts and often know them.

Streams of people converged on the space center, many of them armed with flowers and messages at a makeshift memorial, the kind often seen in the wake of disasters.

One sign said, "To the crew of Columbia, STS-107, you are our heroes! We are so proud of you — our prayers go with you as you climb toward your next mission!!"

As darkness descended, a group of women broke into song — "Amazing Grace."

"It's just devastating. The human loss is incredible and I think the loss to the space program is so significant as well," said Ronita Cromwell, 44, a professor at the University of Texas Medical Branch in Galveston. "All day we've been watching it," she said. "You had to do something to deal with it. You had to do something to get close to it."

Inside the space center, where NASA administrators tried to make sense of the Columbia's loss, there were as many questions as grim faces and red eyes.

"Clearly, something went very wrong today. What that was we don't know, but we are not going to stop until we understand it," spokeswoman Eileen Hawley said.

S. A. Express-News

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Less than 12 hours after the disaster occurred, about 250 mourners gathered for a memorial service at the synagogue once attended by lost crewman Ilan Ramon, a colonel in the Israeli Air Force. A group of teenage girls huddled together, crying, while others sat with their arms around each other and softly wept.

At a service at the Bay Area Unitarian Universalist Church, NASA scientist John Charles lamented the loss of seven neighbors, friends and colleagues.

"We mourn for their families and loved ones who have lost so much and whose pain will never truly go away," he told about 100 people, some holding their heads, others wiping tears.

And at Clear Lake United Methodist Church, the Rev. Alicia Coltzer read biographies of each of the Columbia astronauts as their photos were projected onto two large screens.

A boy lit a candle for each crew member with parishioners reading in unison: "We remember this life with grateful hearts and commend this child of God to God's loving hands."

During a news conference, shuttle program manager Ron Dittmore refused to draw conclusions about sensor losses that occurred moments before the Columbia disintegrated. Mike Heflin, the agency's chief flight director, was sure of at least one thing.

"Our landscape has changed," he said. "Space flight after today is going to be much different than it was yesterday."

There was no doubt of that at the Outpost, a tavern where photos of astronauts, rockets and mission patches cover the walls. A line of seats at the bar was filled — mostly by men who drank beer and stared silently at a pair of TVs.

"Everybody's quiet. This is a close-knit group down here," said the Outpost's owner, Stan Aden.

Back at the main gate, Wendy Ratcliff, 29, of League City brought seven roses, one for each member of the crew, as well miniature U.S. flags.

"This is something tangible to express my sympathy," she said.

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[Officials: Debris could pose a grave risk](#)

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[Wreckage stretches many miles](#)

[Tragedy seen at Challenger center](#)

[Craft carried a Southwest Texas experiment](#)

[Indian native had dreamed of moon](#)

[Future of program now clouded](#)

[Space center's neighbors reeling](#)

[San Antonians recall 1986 Challenger disaster](#)

GRAPHICS

[An interactive look at space shuttle Columbia](#)

INTERACTIVE

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IMAGES

Slide show: ['Columbia Is Lost'](#)



Space Shuttle Columbia crew, left to right, front row, Rick Husband, Kalpana Chawla, William McCool, back row, David Brown, Laurel Clark, Michael Anderson and Israeli astronaut Ilan Ramon are shown in this undated crew photo. Associated Press/NASA

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"I don't have any smoking gun," Dittmore said.

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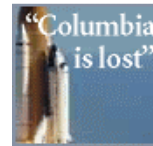
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MORE COVERAGE

[Looking for answers](#)

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[Friends honor crew in services](#)

[Faith brings comfort in San Antonio pews](#)

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Cary Clack: [The seven Columbia astronauts are no longer strangers to us](#)

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GRAPHICS

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Slide show: ['Columbia Is Lost'](#)



Rescue personnel, some wearing shirts marked 'FBI Evidence Response Team' scour thickly wooded terrain in Hemphill as they continue the search for debris and human remains from the space shuttle Columbia. The search for clues continued Sunday in East Texas and Louisiana, with reports of debris as far away as Alabama. Kin Man Hui/Express-News

S. A. Express-News

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DATE: 03-Feb-03



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"I think it's more for their own sake," NASA spokeswoman Catherine Watson said when asked to explain the order. "Just to give them some time to cope, and they're also busy."

O'Keefe stressed the importance of America returning to space and maintaining a constant presence on the international space station.

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"For that crew, that's the last option," NASA spokesman John Ira Petty said.

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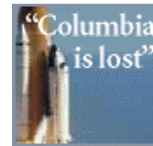
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PAGE: Internet

DATE: 03-Feb-03



HQ AETC News Clips

Randolph AFB TX



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Looking for answers, Con't.

"Something went wrong," he said. "We're going to find out what it was, we're going to make absolutely certain to correct that and ensure this never happens again."

One NASA astronaut told the San Antonio Express-News that members of the astronaut corps had been instructed at a meeting Saturday night not to talk with the media.

"I think it's more for their own sake," NASA spokeswoman Catherine Watson said when asked to explain the order. "Just to give them some time to cope, and they're also busy."

O'Keefe stressed the importance of America returning to space and maintaining a constant presence on the international space station.

In each interview, he repeated the common themes of finding the reason for the accident, coming up with a solution that will prevent a recurrence of it and putting the fleet of winged orbiters back into space.

An unmanned Russian rocket blasted into space Sunday carrying supplies to the station, where three crew members have worked since just before Thanksgiving. The astronauts, the sixth crew to live in the station, were to return to Earth aboard the next shuttle flight, scheduled to fly in mid-March.

Though O'Keefe didn't say how long the U.S. fleet would be grounded, the astronauts are likely to remain aboard the station for months more.

The crew could return home aboard a Soyuz "lifeboat" now docked to the space station, but NASA's goal is to keep the facility permanently occupied.

"For that crew, that's the last option," NASA spokesman John Ira Petty said.

U.S. Sen. Kay Bailey Hutchison, R-Texas, said she expected the Senate Commerce, Science and Transportation Committee to hold hearings on the accident in the coming weeks. The panel oversees the space agency.

A strong advocate for the shuttle program, Hutchison said she doubted that Bush administration budget cuts — which have forced the space station to operate with three astronauts instead of the planned seven — was a factor in the accident.

"If you are doing bold and dangerous things, you're going to have accidents," she said, adding it was important to learn from them "and look forward."

In the House, Rep. Lamar Smith, R-San Antonio, said hearings on the accident and the space program's future also would begin in weeks. He said his focus during those hearings, to be held by the House Science Committee's panel on space, would be on unmanned missions and shuttle upgrades.

S. A. Express-News
PAGE: Internet
DATE: 03-Feb-03



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Looking for answers, Con't.

"I think (the accident) will force us to justify the manned space missions, and not just fly manned space missions because we think it's going to generate more public interest or just to fly manned space missions to fly manned space missions," said Smith, a 16-year veteran of the committee.

O'Keefe and several well-known astronauts, among them Mercury-era icons Scott Carpenter and John Glenn, advocate fixing the shuttle's problems and salvaging the program.

Glenn and Carpenter cited the benefits of research for people on Earth and the role NASA's manned flight program plays in making the United States the world's high-tech leader.

In an appearance on NBC's "Meet the Press," Glenn said he'd take another shuttle flight "tomorrow" if one were offered.

The first American to orbit in space, he flew as a mission specialist aboard a shuttle flight in 1998.

On ABC's "This Week," he said America's memorial to Columbia's crew would be a return to space.

"We, of course, need new technology, but we can't abandon the technology we have at the present time," Carpenter told CNN.

If a reassessment of NASA's mission and budget is in the works, Rep. Ciro Rodriguez counts himself among those who have not lost confidence in the space program.

He said the "silver lining" of the accident might be the wake-up call that could bring it more funding.

"If there's any blame to be placed, it's within ourselves in not funding (NASA) appropriately," said Rodriguez, D-San Antonio and a member of the House Armed Services Committee, which funds some space agency research.

Smith said Columbia's loss will dampen enthusiasm for the shuttle and warned it also could dent support for a much-discussed manned probe to Mars. Rodriguez, though, said that once the three remaining shuttles are upgraded, "there's a real need for a vision in terms of going to Mars."

Carpenter, too, saw Mars as the next step in human exploration. In appearances on CNN and MSNBC, he said Americans will insist on improving the shuttle and then sending it back into space.

"This is a proper time for grieving, but it's also a time to realize that space exploration has become and will continue to be a vital part of our national character," Carpenter told MSNBC. "We will fix the problem and fly again. I think the people of this nation will have it no other way."



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Vance AFB OK



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Now is time to protect, prepare for Enid's future

Citizens of Enid: Now is the time to protect what we have and prepare for Enid's future. We need an all out "Yes" vote on Feb. 11 for our schools, roads, and for the preservation of Vance AFB.

Our school facilities need upgrading, our technology labs need upgrading and our school buses need to be safe and sound.

Our arterial street repair program needs to continue, we can not afford to slide backwards now. The city has shown you that they have spent your tax dollars wisely with new overlays in all parts of our town.

And now for Vance AFB. I've heard some negative remarks and read some negative articles recently about how Vance is not on the base closure list and so what if it closes, we can get other businesses to fill the gap. Well, let me tell you folks, we are on the list and we are competing with other bases. We must do everything we can to be equal to or ahead of our competition. If Vance should close approximately 850 civilian employees will be without jobs, all the military personnel will be gone and so will their payroll and the wealth of talent and community involvement they bring to us. The economic impact on our economy will be felt immediately. Real estate values will fall to the ground and all those folks that complain about an increase in ad valorem taxes won't have values to worry about.

Good common sense is all it takes when you realize what is at stake Vote Yes

Irv Honigsberg
Enid

Vote 'yes' to keep jobs and our kids here in Enid

Your job, your son or daughter's job ... What about good schools!

You often hear it said ... "we are close to going to war, they need to keep training pilots," or "they will never close Vance, why spend money to keep it," or "taxes are too high as it is." Part of that is right ... they need to train pilots somewhere, and 'maybe' they will continue to use Vance, and taxes are high.

We need to let them know that it makes good sense to train pilots where there are good 'improved' schools, safe roads and good kids. My wife and I have three grown kids flying for the USAF. The two at Vance leave soon for another assignment. When they return they want their kids to go to well improved schools, crossing safe roads to get there.

Secondly, don't you want your taxes spent well. When you vote 'Yes' on Feb. 11, you will vote to keep the sales tax at the same rate and 'pave roads' that travel to 'improved schools.' The companion measure will secure improving schools, raise property taxes a small amount, and help keep Vance and 2500 jobs. Otherwise, those 2500 Vance jobs go to Mississippi and Texas. Oh yes, and your kids go off to Oklahoma City and Tulsa for 'their' jobs.

We will want to vote 'Yes' for each measure on Feb. 11. Vote to keep jobs and our kids here in Enid. Your grandkids will be 'close at home' to thank you.

M. Pilkington
Enid

Enid News & Eagle
PAGE: Internet
DATE: 03-Feb-03



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LUKE AFB, AZ



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Land use, Luke AFB and transportation on City's legislative agenda

By **REBECCA I. ALLEN**
Staff Writer

Just three weeks into the state's legislative session and already the state's leaders have introduced more than 430 bills, some of which have died already and some will no doubt linger on through many debates. No issue may cause more debate than the state's budget crisis and one item Glendale officials are keeping a close watch on is state shared revenue. In her budget proposal, Gov. Janet Napolitano made state shared revenue a priority.

"She (Napolitano) does not

want to see state shared revenue impacted," Amy Rudibaugh Duffy, intergovernmental relations director, told Councilmembers last week.

Glendale already faces a \$7.5 million shortfall for fiscal year 2004, \$315,000 of that due to cutbacks in state-shared revenue in FY 2003 and the City expects another \$275,000 reduction in state shared revenue for FY 2004.

During a legislative update, Duffy presented Council with several house bills that the City staff supports or opposes. The staff and Council agreed to sup-

port maintaining cities' rights of eminent domain and local land usage, efforts to preserve Luke Air Force Base and extending the half-cent transportation sales tax that expires in 2005.

Glendale officials oppose legislation that would limit state shared revenue, local taxing authority and unfunded mandates.

The state capital has 17 new senators and 32 new legislators this year and the \$300 million budget deficit for FY 2003 will dominate the legislative session. Duffy said the deficit for next year is expected to be upwards of

\$1.5 billion.

"There is still some discrepancy as to where that number for '04 will actually hit," Duffy said.

One reason the deficit is so high is the reduction in corporate income tax collections. The state collected \$600 million in corporate collections three years ago, \$540 million in 2002 and the state does not expect to receive the forecasted \$285 million this year.

"Unfortunately it looks like that won't happen," Duffy said,

State leaders are looking elsewhere to recoup losses and cut

expenses. A state finance advisory committee made up of 18 economic experts said the state will experience zero to low growth this year and told legislators they did not see a single sign that the state's economy was yet recovered, Duffy said.

Even with the bleak forecast, lawmakers have found time to come up with hundreds of new bills. Including new state Sen. Jack Harper, a Republican from Glendale, who introduced Senate Bill 1012, which would strip cities and counties of their power

More LEGISLATURE on A10

Legislature, From A1

to regulate the size and scope of outdoor signs.

Councilmember David Goulet said it was a "horrible idea" and questioned whether some of the lawmakers at the capital were in touch with the communities they represent.

"Common sense and reason seems to be out the window," Goulet said.

Duffy said the bill was withdrawn last week; however, it could resurface at a later date.

Reach Rebecca Allen at allenr@star-times.com or (623) 847-4615.

Daily News

PAGE: Internet

DATE: 03-Feb-03



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'We must act now' residents told

By: Tippi Rasp, Staff Writer

January 31, 2003



Enid Board of Education President Willa Jo Fowler (center) speaks during a forum Thursday on the Feb. 11 tax proposals. Listening are Mayor Doug Frantz (left) and Todd Earl, chairman of the YES Kids, Enid, Vance committee. (Staff Photo by JOE RICKETS)

City and school officials address concerns, questions about tax proposal at public forum.

Enid could lose 20 percent of its population if it loses Vance Air Force Base in the 2005 round of base closures, a city leader said.

"I, personally, am scared to death about it," Mayor Doug Frantz said.

Members of a panel during Thursday's public forum said losing Vance is a real possibility unless voters approve a \$32.3 million package to upgrade schools and city streets. The election is Feb. 11.

About 60 residents and school patrons turned out to hear Frantz, school board president Willa Jo Fowler and Todd Earl, chairman of the YES, Kids, Enid, Vance committee, answer questions about the election. Other city and school leaders also were on hand to help answer questions.

Frantz said Greater Enid Chamber of Commerce estimates the city could lose 10,000 residents if the base closes. The chamber has estimated Vance has a \$200 million yearly economic impact on the community. It employs 2,500 residents, he said.

Some residents wanted to know who was paying for campaign signs. Earl told patrons the signs were paid for by businesses and individuals supporting the election.

Others asked if the district could use the bond money to prevent teacher layoffs. Fowler said the district's budget problems stem from declining state funding allocations and, by law, school district's aren't allowed to use bond issue proceeds on anything but capital improvements.

The two bond issue propositions are the result of several years of planning and a series of long-range sessions by school board members. The board hired a company to document deficiencies at schools and outline a program for improvements. That outline was presented to the board in December 2001.

Fowler said it wouldn't be cost effective to close those schools needing the most work and build new schools. She said the company that presented the outline noted the buildings were stable but needed work.

Enid News & Eagle

PAGE: Internet

DATE: 03-Feb-03



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City and school officials address concerns, questions about tax proposal at public forum, Con't.

"We want bathrooms in our schools that we're not ashamed of," she said. "What we provide for our children says so much about our values."

Fowler said she has looked at how her personal property taxes would increase with the passage of the bond issue.

"It's going to cost me \$12 a year to support this - a dollar a month, a cup of coffee a month," she said.

Earl told the crowd the tax needed to begin now because Base Closure and Realignment Commission officials already have begun collecting data on the area. If the tax begins after the data is presented, it could be seen as a last ditch, and insincere, effort to save the base.

"We must act now," Earl said. "Whether or not we want to acknowledge the threat of Vance closing, it's there. We'd be irresponsible not to acknowledge that possibility."

The bond issue package includes \$18.8 million in improvements for Enid Public Schools. The package would address technology and transportation upgrades as well as building renovations and additions. That portion requires 60 percent voter approval.

Enid High School improvements will be funded through \$6.3 million of the sales tax proceeds. The sales tax question requires only a simple majority.

Another \$2 million in sales tax money would go to six other school districts - Chisholm, Pioneer-Pleasant Vale, Drummond, Kremlin-Hillsdale, Waukomis and Garber. Laws require those school districts that touch city limits benefit from the tax proceeds.

Another \$5.3 million of the sales tax proceeds would fund improvements to city streets. City Engineer Robert Hitt said the plan includes arterial roads that are heavily traveled and not residential streets.

Enid's school district has the majority of students and will receive more than 83 percent of the revenue, with Chisholm receiving a little more than 8 percent and Pioneer-Pleasant Vale getting just more than 7 percent. The remaining schools will receive less than 1 percent each, according to city figures.

The first eight years of the sales tax would be divided, with half of the revenue going to street improvements and half to the seven school districts. Schools would receive the entire quarter-cent sales tax revenue for the last seven years of the 15-year tax.

Enid News & Eagle

PAGE: Internet

DATE: 03-Feb-03



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LUKE AFB, AZ



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Pilot violates Palo Verde airspace

By Brent Whiting
The Arizona Republic

SOUTHWEST VALLEY — Adriel Heisey soars in a tiny aircraft, photographing spectacular views of Arizona that have been exhibited throughout the nation.

Heisey, 45, said it's a solitary and perilous job that got even scarier Thursday while he was flying near the Palo Verde Nuclear Generating Station, about 50 miles west of downtown Phoenix.

The Tucson resident made a forced landing at the Buckeye Municipal Airport after the Maricopa County Sheriff's Of-

fice sent a helicopter to investigate reports about a "suspicious aircraft" in the area.

There he was questioned by sheriff's deputies and FBI agents. Authorities eventually determined that Heisey made an "innocent incursion" into restricted airspace, said Susan Herskovits, an FBI spokeswoman in Phoenix.

"He cooperated completely," Herskovits said. "This is not terrorist-related and no criminal intent appears to exist."

Later in the day, when reached at Quartzsite, Heisey shrugged off the experience.

"Well, it's been quite a day," he said. "You never know what you're going to face when you wake up. I'll be glad when this whole thing is forgotten."

Heisey said he was flying in the area in his ultralight craft to photograph old trails leading into the hills west of the power plant.

The freelance photographer said he previously had contacted Luke Air Force Base to announce his intentions.

However, Major Laurant Fox, a Luke spokesman, said Heisey said nothing about flying close to the nuclear facility.

Since the attacks of Sept. 11, 2001, the Federal Aviation Administration has ordered pilots to avoid airspace above nuclear and other power plants, as well as dams, refineries and industrial complexes.

The North American Aerospace Defense Command in Colorado Springs was notified about Thursday's incident, but no F-16 fighters were scrambled, said Army Maj. Barry Venable, a NORAD spokesman.

Reach the reporter at
brent.whiting@arizona
republic.com or (602) 444-6937.

The Arizona Republic
PAGE: Internet
DATE: 03-Feb-03



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Kennedy must show motives are positive

January 31, 2003

Relationship with city of Enid has been long and occasionally stormy.

Bryce Kennedy's relationship with the city of Enid has been a long and occasionally stormy affair.

Kennedy served as Enid's city attorney from 1982 to 1995. During his term, he is credited with many of the city's success stories.

PEGASYS, Enid's public-access cable television system and one of Kennedy's pet projects, went on the air in March of 1987.

Kennedy also found financing for the Enid Higher Education Program's University Center, now the campus of Northwestern Oklahoma State University-Enid. He is credited with creation of the Vance Scholarship Fund and served on the task force working to save Vance Air Force Base from the last round of base closings.

But, controversy also is a part of Kennedy's career. In 1989 a grand jury investigated every phase of Enid's city government, returning no indictments. But the grand jury recommended the city "terminate Mr. Kennedy's contract," and criticized him as "arrogant and self-serving."

In 1992, Kennedy and then-city manager Jim Ferree negotiated a resignation agreement with then-PEGASYS general manager Stan Baldwin, who was later sentenced on embezzlement charges. That agreement was followed by a state audit of city hall.

Kennedy resigned as city attorney in July 1995. At the time of his resignation, a sexual discrimination lawsuit had been filed against the city of Enid by a paralegal working in the city legal department. The suit was later settled.

In recent years Kennedy has been on the other side of disputes with the city, including a lawsuit over a walking trail that cut across part of his property, and his representing of an Alabama company that alleged the city violated the law in awarding a contract for debris cleanup to another firm following last winter's devastating ice storm.

Kennedy was recently named general manager of the Oklahoma Crude, the city's entry in the National Indoor Football League. He is in the spotlight again after filing to run for mayor against Irv Honigsberg. Kennedy filed a protest with Garfield County Election Board, alleging Honigsberg's service as Ward 1 city commissioner would render him ineligible to run for mayor, since the city charter forbids anyone from serving more than four years in succession. After the board ruled against him, Kennedy said he plans to appeal to the Oklahoma Supreme Court.

Enid News & Eagle

PAGE: Internet

DATE: 03-Feb-03



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Relationship with city of Enid has been long and occasionally stormy. Con't.

Kennedy has vast experience in the field of municipal law, earned in his service to Enid and other cities.

In recent years, however, he has been outspoken in his criticism of the very city he now seeks to serve as mayor.

We think Kennedy has a lot to prove to Enid residents about his motives, vision, motivation and ability to work with those he has, in recent years, actively opposed.

Kennedy has done a lot of good for the city of Enid. We hope his decision to run for mayor was prompted by positive motives, rather than negative.

Enid News & Eagle
PAGE: Internet
DATE: 03-Feb-03



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LUKE AFB, AZ



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Surprise makes Luke statement

By **PATRICK O'GRADY**
and **BRIAN POWELL**
Surprise Today

Luke Air Force Base should stay in the West Valley, but not at the risk of continued growth in the region, according to responses filed by El Mirage and Surprise to an Arizona Department of Commerce effort to look at land-use compatibility with the base.

Both councils voted on strongly worded statements last week to submit to the Commerce Department and their effort to develop the Western Maricopa County/Luke Air Force Base Regional Compatibility Plan. The statements were very clear that both cities sought to keep Luke, but several items in the draft plan, including restricting development for much of the West Valley to less than two homes per acre, would not work.

"Parts of the original plan said Surprise shouldn't build any more, and that's unfeasible," said Surprise Councilman

Tom Allen, who has been an outspoken proponent for Luke.

The Department of Commerce has been working on the plan for more than six months. In December, officials invited groups of various stakeholders including land owners, city officials, base officials and the development community to public sessions where they talked about ways of preserving Luke.

While there were good points about the plan, most have objected to two compatibility areas planned for around the base that would limit housing. Surprise officials last week discussing the plan said they would have to do major revisions on the city's general plan — a document Luke officials were asked to participate in while it was being drafted.

El Mirage's two-page letter, signed by the mayor and council, strongly implies that the city would be devastated by the implementation of the plan.

See El Mirage fears, A5

El Mirage fears worst with plan

From A1

The letter states the plan would cause lost education and job opportunities, economic development "and the chance for El Mirage's economic survival itself."

Mayor Robert Robles said the city has a good working relationship with Luke, but this plan would cause too much harm to the city.

"The only thing I'm saying is for everyone to stop and take a look at what is happening to El Mirage. Our hands are just about tied," Robles said.

"Meet us halfway, at least, in order to bring revenue into the city and keep city services for our residents."

The letter said El Mirage already feels the affect of Luke by losing school sites, which affects property values. The plan would also dampen opportunities for state and federal grants related to planning and urban development, the letter said.

El Mirage officials have called the plan "unfair" for the city in which the proposed plan would "impose the greatest burden on the community with the greatest proportion of minority

population and the lowest median family income," the letter said.

What the plan overlooked may be the one thing that can save the base from encroachmen, officials said.

"The only thing that's going to save Luke is if the cities and county work together," said Surprise Mayor Joan Shafer.

Allen said all West Valley cities, along with homebuilders, will have to work to protect the base.

"We'll do everything that need to do to keep Luke around," Allen said.

The Arizona Republic
PAGE: Internet
DATE: 03-Feb-03



AETC Bases News Clips

Sheppard AFB, TX



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03-Feb-03

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Turning back the clock

Historians work to make Little Adobe what it was, and a historical landmark

By John Ingle
Times Record News
January 31, 2003

A small building huddled between a massive motor pool compound and firing range at Sheppard Air Force Base is the only reminder of the first major airport in North Texas.

The roughly 5,000-square-foot building - affectionately called the Little Adobe and now designated simply Building 2130 - became a hub for air traffic in the 1930s and '40s.

Tim Hunter, the natural and cultural resource manager for the base, and members of the 82nd Civil Engineering Squadron are looking to restore the 74-year-old structure to its original condition.

Months of research, talking to people and looking at old photographs have given the group an idea of what has to be done to meet the Texas Historical Commission's guidelines.

"The state is always concerned that you maintain some of the structural integrity," Hunter said. "You have to ... maintain the historical aspects of the building. To do that, we have to go back to when the building was constructed."

The history of the Little Adobe began in 1928 when it was built on land owned by J.A. Kemp northeast of Wichita Falls. Kell Field opened May 13, 1928, under the direction of Fulcher Armstrong, the first manager of the airport.

Notable aviation pioneers like Charles Lindbergh, Amelia Earhart and Wiley Post found their way to the small airport.

It was one of the few airports across the nation, Hunter said.

"When flying across the country, you'd have to know where these little airports were so you could refuel," he said of pilots during that time,

Workers recently spent the better part of a week clearing the building



Harry Tonemah/Times Record News

Wichita Falls and Texas historical markers hand on the Adobe building on Sheppard Air Force Base. Officials are renovating the building to make it appear as it would have after its construction in 1928.

Times Record News
PAGE: Internet
DATE: 03-Feb-03



AETC Bases News Clips

Sheppard AFB, TX



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03-Feb-03

of asbestos that was common in structures during that time. Floors and paneling have also been ripped up and off to reveal what time has covered up.

THC officials met with Hunter and other Sheppard representatives last week to discuss what could and couldn't be done to the building. It wasn't until after the meeting that the base was given the thumbs up to begin work on the restoration project.

In addition to refurbishing the old air terminal and cafe, Hunter said a new wing would be added to the south side of the building for a conference room and exhibit hall. He said it might be used as a classroom for airmen arriving at the base for a history lesson on their new home.

Items such as doors, windows and a mechanical room that were added after it officially became part of Sheppard in 1941 will have to be removed.

"They didn't have panic doors back then," Hunter said of two steel doors that later became part of the structure. "We want to be as close to the actual appearance as we can possibly be."

Several rooms remain intact from what they were 74 years ago. Armstrong's office, somewhat small by today's standards, still rests in one corner. The ticket counter windows from the days of commercial airline traffic are still carved out of one wall.

A staircase, primarily used to access weather instruments and balloons, still leads to the roof.

Hunter gazed throughout the building like a youngster who just discovered an uncharted sandlot. Detailing what was where and how it functioned made it seem like he had been there during the bustling days of the Little Adobe.

In five months, the reality of the past will come back to Sheppard when the ribbon is cut to re-introduce the Little Adobe to the public in mid-June.

Times Record News
PAGE: Internet
DATE: 03-Feb-03